

## CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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THIS IS UNEVALUATED INFORMATION

1. The line Budapest - Cegléd - Szolnok - Debrecen - Nyiregyháza - Kisvárd - Záhony.

On the completion of construction work on this sector the line was graded as Class I. The upper part of the bed now measures 6.5 meters, bridges cross-overs etc. were re-inforced, and culverts were levelled and drained. The bridge over the Tisza River near Záhony was widened and re-inforced by Russian military engineers and local civilian labor. Its width is now 7.5 meters. The bridge itself was constructed in Diósgyőr. The material came from Russian sources. The whole rail system has gradually been replaced and is now fitted with type GX rails capable of taking the heaviest traffic. The following measures were taken to ensure efficient working of this line:

- a. A store totalling 10% of the rails and ties was to be kept at the following depots: Kisvárd, Nyiregyháza, Debrecen, Kaba, Karcag, Kisujszállás, Cegléd.
- b. At the same depots there were to be formed bridge building companies, charged with the maintenance work in their own immediate areas. Reserves of building materials were to be set up at Kisvárd, Szajol, and Püspökladány at which centers a pool of construction laborers was to be kept on hand.
- c. Loops were built at the following points to enable through traffic to by-pass the stations of:
  - 1) Cegléd
  - 2) Püspökladány
  - 3) Debrecen

Traffic control towers have been erected at either end of these loops and

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are linked for communication with the stations concerned.

- d. New arrangements were made for the holding of rolling stock at different stations. Whereas before each directorate (i.e. area administration) held its own pool, a new regulation empowers the central authority to allot railway material to the various stations in accordance with the main requirement. A total of some 24,100 axles was placed under this central authority and reserve rolling stock was based on the following places: Kisvárda, Debrecen, and Cegléd. Railway workshops have been expanded and extended to enable a better servicing of rolling stock.

2. Nyiregyháza - Záhony.

This line was organized into sub-sectors each 27 km. in length and these were patrolled night and day by the partisans.<sup>2</sup> All trains bound for the Soviet Union were given an armed escort of the "Railway Protection Companies" in addition to their usual personnel. The members of the "Railway Protection Companies" were drawn from partisans in the Debrecen and Nyiregyháza areas. This measure was apparently the result of derailments early in January 1951, when pillaging from the cars became a serious problem.

3. Nyiregyháza - Mezőzombor.

The line from Nyiregyháza to Szerencs was improved and re-graded Class I beyond the Station of Mezőzombor. The railway bed was renewed and re-equipped as far as Görögcsallás.

4. Early in 1952, the Hungarian railway authorities received orders to form some 12 bridge building columns for the purpose of quick repairs to damaged bridges. Each unit would comprise 3 sections, two of which would carry bridge parts, the third would have men and tools for the execution of the task. The headquarters of these units is in Kisvárda and is under the control of a Hungarian-Russian commission.<sup>1</sup>

- 25X1 1. [ ] Comment: This information, concerning bridge building columns,  
25X1 is similar to the one in [ ]
- 25X1 25X1 2. [ ] Comment: [ ] obviously means by the word partisan a Communist  
special police for the protection of the railways.

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